

**INTEX-B Site Survey Report**  
**Anchorage, Alaska**  
19-23 September 2005

Summary

Conducted site survey of Anchorage, Alaska airfields and facilities to determine suitability for conducting INTEX-B mission. Visited Elmendorf AFB, Anchorage International Airport, and Kulis ANG base from 19-23 September 2005.

Any of the three sites would be acceptable for the deployment operations. All three sites would require several issues be worked, primarily obtaining office/lab space and badging/security. Based on this initial survey, Kulis looks like the best option. They are eager to host us, it is adjacent to the Anchorage airport, they have extensive GSE they would make available to us, they have some office/lab space they could dedicate for our use, and there are several good hotels and restaurants close by.

Elmendorf AFB (EAFB).

Elmendorf is located at 61° N latitude, 149° W longitude, about 5 mi northwest of downtown Anchorage. EAFB has two runways with taxi-ways and lots of ramp space, Runway 06/24 at 10,000 ft, and Runway 16/34 at 7500 ft (see Figure 1).



Figure 1: Elmendorf AFB

Met with various personnel at EAFB, hosted by 3<sup>rd</sup> Air Wing, to present overview of INTEX mission and to discuss deployment support requirements. Also, I conducted a tour of the base, ramp and flight line, and office space options. In general, AF personnel were very supportive to hosting the NASA mission pending discussion and resolution of the detailed requirements.

Toured proposed ramp for DC-8 parking. There is an office area adjacent to this ramp area which could be used for office space, but it is in the active flightline area. Rental cars would not be allowed in this area (although they could be parked about 200 yards away); only U.S. Gov vehicles would be allowed at this building. This building does not currently have network capability. There is another building outside the ramp area which could also be used, but it could not hold the entire science team, and would not be available during any scheduled military exercises. Both of the buildings together might be able to house the entire team. Fuel and GSE for the aircraft are readily available.

The primary issue to resolve is that EAFB is hosting a military exercise activity during our proposed deployment timeframe, which makes NASA support more difficult. During the exercise, lab/office space will be less available and there will be no on-base quarters. NASA would need to move its Alaska deployment schedule from 1-2 weeks later to deconflict.

Another issue mentioned was the general need for aircraft deicing through the middle to end of April. EAFB uses a propylene glycol based deicing fluid (Type I, AMS 1424 manufactured by Octogon Corp). Other items to be worked: badging and vehicle passes.

#### Anchorage International Airport.

The Ted Stevens Anchorage International airport is located at 61° N latitude, 150° W longitude, about 5 miles southwest of the city of Anchorage. The airport has three runways with taxi-ways, Runway 14/32 at 11,500 ft, and Runway 07R/25L at 10,900 ft, and 07L/25R at 10,600 ft (see Figure 2). Kulis ANG is a part of the airport complex.



Figure 2: Anchorage International Airport  
(Kulis ANG is located in lower center of image)

Alaska Airlines flies to Anchorage about 15 times per day from Seattle, and Continental and United route flights through Seattle. Also, most carriers have a least one non-stop per day through their hubs (e.g., Northwest through Minneapolis). The airport is a major cargo transit hub, and UPS and FedEx have regional hubs there.

Met with Mr. Tim Lufkin, Operations Officer, Mr. John Parrott, Airport Deputy Director, and Ms. Terri Tibbe, Security Manager. There is interest in hosting NASA at the airport, and the airport could provide ramp space, but not office space. Office space would need to be rented from a local FBO (several are at the airport).

If we need access to the airport ramp, SIDA badging (and flightline training) would be required, similar to what we did at Mid-America during INTEx-A. If we were to rent office/ramp space from an FBO, we could be badged by them without needing the SIDA badges.

### **Airport FBOs**

Era Aviation Center. Met with Toni Michaud, Customer Service Manager to survey Era FBO facilities. Era does have ample office/lab/hangar space (\$1.10/sq ft approx). Era needs to verify DC-8 can fit on their ramp. Era does not have contract fuel, but could offer preferred fuel rate.

Signature Flight. Talked with Dave Hall, General Manager. Mr. Hall does not know what space he may have available in April 06. Does not have contract fuel.

Kulis ANG. Met with 176<sup>th</sup> Wing Commander and other members of the wing leadership to present overview of INTEX mission and to discuss deployment support requirements. Also, I conducted a tour of the base, ramp and flight line, and office space options. The Wing Commander is very supportive to hosting the NASA mission, pending discussion and resolution of the detailed requirements.

Kulis personnel had already identified potential ramp and office space. The ramp space would be equivalent to two C-130 parking spaces, and is located next to the fire station. The ramp is asphalt, and appears to be able to take the aircraft load. Given the size of the ramp and the number of aircraft operating on it, the DC-8 crew will need to discuss detailed aircraft operational impacts and constraints with Kulis operations and maintenance personnel. Kulis has all the GSE we need, though they may not have air stairs (they will check on this; we may need to rent from an FBO). There is adequate fueling.

There is an available building which could be used to house the science team. This building contains limited office space, conference room, instrument work area with overhead doors, storage, kitchen, rest rooms, and has a LAN. While the building is very suited to our needs, there may not be sufficient office space to house the entire mission team. ESPO will need to look at this (as well as bringing in an outside network). There is a possibility of bringing in trailers/portafabs for additional office space. There is an additional office in an adjacent building which could house the ground crew. The buildings are located about 300 yards from where the DC-8 would be parked. In the near-by ops building, there is a flight planning room (with weather and NOTAMS info on-line), a navigation room, and a large pilot break room.

Flight lines badges would need to be requested (training is required). All personnel would need badges, and could walk onto the ramp area.

Kulis has core operating hours of 8-4 M-F. Any servicing or support (e.g., fueling) outside the core hours would need to be arranged in advance. The NASA team would have 24/7 access.

Kulis is very interested in supporting a possible opportune airlift from Hawaii. They have eight C-130 aircraft which are capable of airlift support, and can fly to/from Hawaii non-stop. (Roughly two flights would be required to ship our expected equipment manifest.)

### Gases

Air Liquide, 6415 Arctic Blvd, 907-562-2080, 800-478-1520.  
Airgas, 6000 Arctic Blvd, 907-563-6644.

## General Information

**Anchorage.** Anchorage is a big city, with over 250,000 people. It has every service we could need, and every chain store imaginable. The city is laid out in a grid, so it is easy to get around, though there are many one-way streets. Anchorage is the gateway to Alaska, so there is extensive tourist information and services available. Tourist info centers are located at the airport and downtown. Lake Hood, near the airport, is the largest seaplane base in the world, and offers extensive seaplane taxi service into the Alaskan interior. While there are good restaurants and services throughout the city, in general, there are more offerings in the mid-town and southern sections (near the airport), versus the northern side of the city (where Elmendorf is located).

**Hotels.** There are several hotels located near the airport. There are no suitable hotels near Elmendorf; closet hotels are mid-town and downtown. Hotel rates will increase dramatically after May 20<sup>th</sup> due to the summer season rate structures. (Need to check on tax exemptions.) Many of the hotels are managed by independent management service companies.

For Holiday Inn Express and Fairfield Suites, contact: The Hotel Group.

For Residence Inn, Courtyard, & Springhill Suites, contact: NMS Lodging.

### *Near the airport:*

Holiday Inn Express, 4411 Spenard Road, 128 rooms, all with frig and microwave. Renovation underway, to be completed by February 06. Amenities include business center w/wireless, laundry, gym, restaurants close by, airport shuttle.

Marriott Courtyard, 4901 Spenard Road, 154 rooms, all with frig and microwave, airport shuttle.

Millennium Alaska Hotel (Iditarod Headquarters), 4800 Spenard Road, 248 rooms, located on Lake Hood.

Best Western Barratt Inn, 4616 Spenard Road, 217 rooms, restaurant, basic accommodations.

Lake Hood Inn (B&B), 4702 Lake Spenard Dr, 4 rooms.

### *Mid-town:*

Residence Inn, 1025 35th Avenue, 148 rooms, Suites with kitchens.

Also nearby: Hilton Garden Inn, Hampton Inn.

*Downtown:* Marriott, Sheraton, Hilton, Captain Cook, Ramada, Howard Johnson

**Local Transportation.** All major rental cars companies are located at the airport.

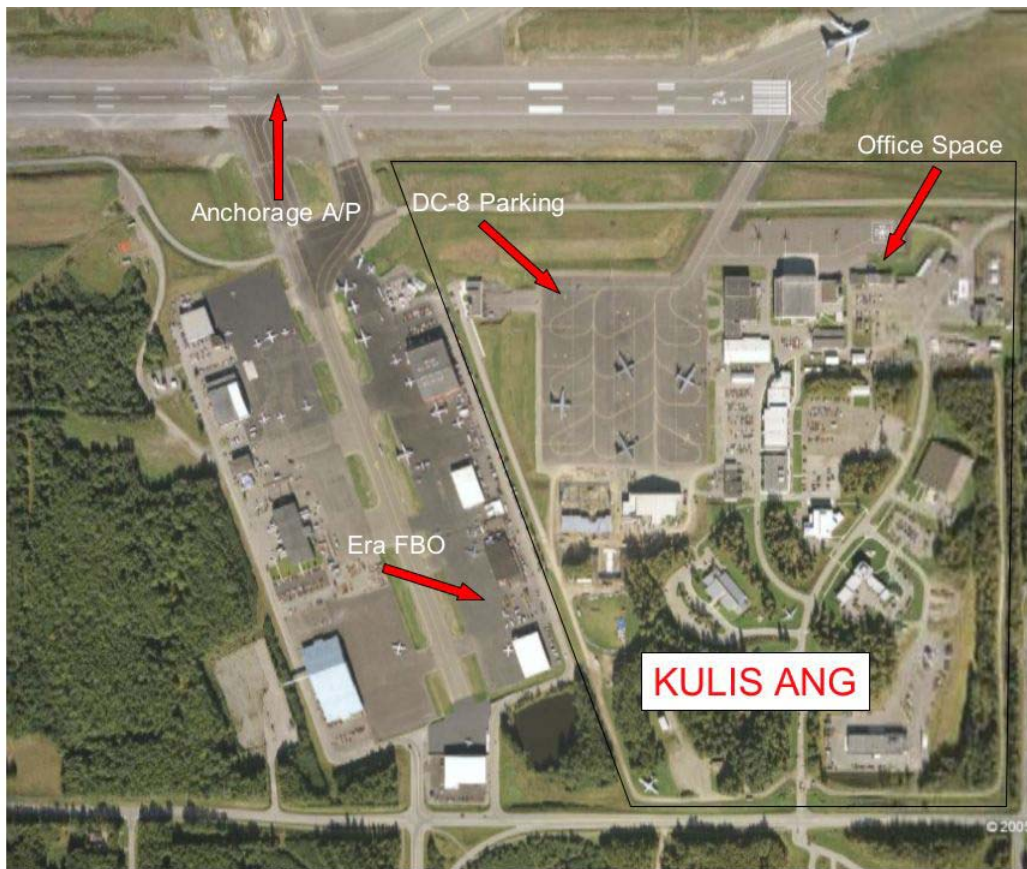
*Taxis:* Alaska Cab, 907-929-9999  
Yellow Cab, 907-272-2422

**Restaurants.** There are dozens of restaurants in Anchorage, many of them chains. Some non-chain suggestions: Gwennie's Old Alaska Restaurant, Sourdough Mining Co., Glacier Brewhouse, Jen's (excellent), Peanut Bar.

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Still need to check on:  
Mobile Office Trailers  
Internet Service Providers  
Call Polar FBO

## Kulis ANG – Appended Images



**Kulis ANG (Detailed view)**